

Stockmen Pronounce 1905 Their Banner Year



CATTLE, SHEEP, HORSES AND HOGS OWNED IN UTAH.

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|-------------------------------------|--------------|
| 3,000,000 sheep at \$3.50..... | \$10,500,000 |
| 200,000 head of cattle at \$20..... | 4,000,000 |
| 100,000 horses at \$50..... | 5,000,000 |
| 45,000 hogs at \$5..... | 225,000 |
| Total value..... | \$21,725,000 |

Owners of cattle, sheep, horses and hogs have just closed the best year in their history in Utah. This is especially true of sheepmen. It is true of cattle and horses, but not in such a marked degree as with sheep. Hogs constitute but a small factor in the summing up of the live stock situation.

There has been a marked increase in the number of cattle on the ranges and farms of Utah during the year. This is due to the low prices that have prevailed in the markets of the east throughout the greater part of the year. The result of these low prices is that not so many Utah cattle were sold as in some previous years. A close estimate places the number of cattle shipped out of the state during the year at 60,000, and the number consumed at home at 40,000. This would represent an approximate value of \$2,000,000.

Good Year for Range Cattle.

It is doubtful if there has ever been a more favorable year for cattle in Utah. The ranges were good, the mortality was light, the animals were thrifty throughout the year, there was a full crop of hay for their feed, and because of the low prices in the east there are fully one-third more animals being fed in the state than at this time a year ago.

Pulp from the beet sugar factories is now cutting an important figure in the feeding of cattle in the state. Mixed with alfalfa this pulp makes ideal feed. It is sold at the Ogden factory for \$1 a ton. At the factories more remote it sells for less—30 to 60 cents a ton. This is in the fall. Last year it sold as high as \$2 a ton. This is considered good finishing feed. Cattle fed upon it are easily prepared for slaughter.

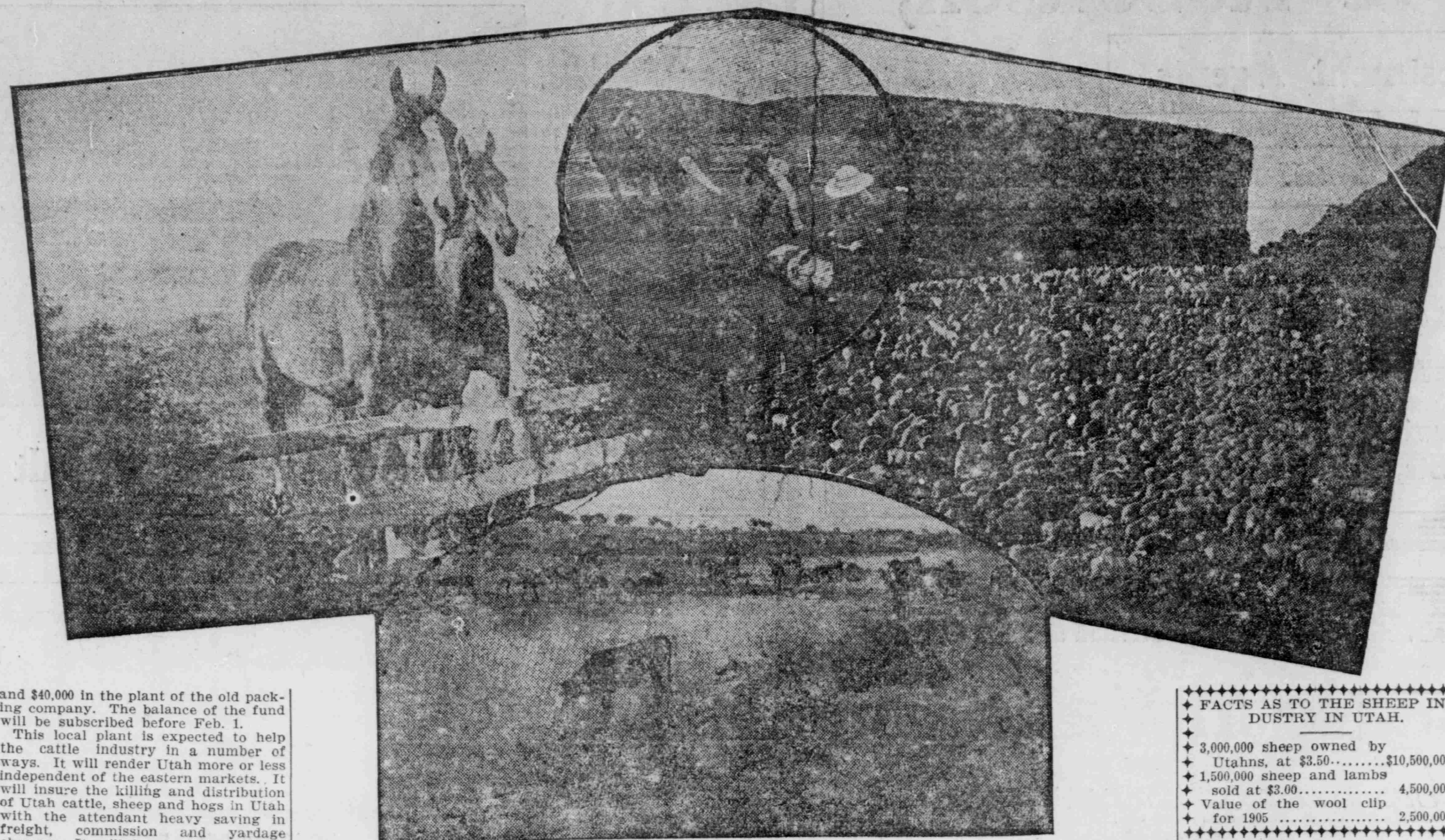
Packing House in Sight.

Before hot weather next summer the Salt Lake packing house will be running in full swing. This is the prediction of J. C. Leary, who is taking a deeper interest in this enterprise than any other man in the state. Of the \$250,000 needed for the undertaking \$115,000 has been subscribed in cash

Posing for Their Pictures.

Branding.

A Band of Sheep in the Mountains.



A Utah Ranch Scene.

and \$40,000 in the plant of the old packing company. The balance of the fund will be subscribed before Feb. 1.

This local plant is expected to help the cattle industry in a number of ways. It will render Utah more or less independent of the eastern markets. It will insure the killing and distribution of Utah cattle, sheep and hogs in Utah with the attendant heavy saving in freight, commission and yardage charges. It will increase the demand for feeding. Feeders will not depend so largely upon grass as at present, and there will be a distribution of the business throughout the year.

The effect of the packing house on

the industry of raising hogs will be especially marked. With a ready de-

mand for all the hogs that can be pro-

duced it will be found profitable to

raise hogs in small bunches on the

small farms in all parts of the state.

where there are now springs from which the sheep might drink. Both of these requisites were present in the past year. The sheep came out of the last winter in excellent condition. The ranges were good and there was an abundance of snow well distributed. Good feed means good fleeces. In addition to all this the lambing season was almost ideal.

Large quantities of the wool were contracted for last spring at prices ranging from 15 to 18 cents, according to location in the state. After the shearing had been done wool sold in Utah at from 22 to 23 cents a pound.

High Prices for Wool.

Before the clip of 1905 was taken off the backs of the sheep eastern buyers were making contracts for the clip of 1906 and the highest figures quoted above. It is estimated that fully 40 per cent of next year's clip has already been sold.

The best figures obtainable place the number of sheep and lambs shipped out of the state during the year at 1,500,000, at an average price of \$3 a head. The value of the year's wool clip is placed at \$4,500,000.

There are 3,000,000 sheep now owned in Utah. In spite of the million and a half shipped out, there are now as many in the state as there were a year ago, because of the successful lambing. Everything is favorable. There is no disease. Utah sheep are more free from scab now than ever before. The sheep inspectors and the government have enforced the laws and regulations with such rigor that all disease has been stamped out.

Revival in Horse Business.

A revival was noted during the year in the industry of breeding and raising horses. During the year seventy-five high grade stallions of various breeds were distributed from Ogden and Salt Lake City through the settlements. These animals range in price from \$1,500 to \$4,000. A much better class of horses is expected to result from this new interest taken in the horse breeding industry. In addition to the stallions fifty jacks were imported into the state from Kentucky for breeding purposes.

Of the 100,000 horses now in the state a large majority are ordinary work horses. The value of these animals on the average is not held to be over \$50. It is the hope of those especially interested in this branch of industry to elevate materially the standard of the horses and mules of the state.

FACTS AS TO THE SHEEP INDUSTRY IN UTAH.

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| 3,000,000 sheep owned by Utahns, at \$3.50..... | \$10,500,000 |
| 1,500,000 sheep and lambs sold at \$3.00..... | 4,500,000 |
| Value of the wool clip for 1905..... | 2,500,000 |

There are two prime requisites for a good year in the sheep industry in Utah. One of these is plenty of grass for feed on the ranges. The other is an abundance of snow on the deserts

Ogden Grows Much and Citizens Prosper

Continued from Page 5.

been formed and an extensive place of peace and rest will be established upon what is known as the Winslow property. This work was started during the year just closed and promises to add to the interest of the canyon.

Outlook for Farmers.

The farmers and fruit growers of the county instead of being disheartened by the small crops that were harvested during 1905, are spurred on to greater efforts, and it is expected that the year 1906 will see a much larger acreage under cultivation than ever before. The number of cars of fruit shipped from Weber county in 1905 was 164 as against 255 shipped the year previous. In addition to the fruit shipment there were shipped also six cars of celery, three cars of onions and one car of tomatoes. The fruit crop of 1905 was just about one-half of what the output was in 1904, but the quality was much better. The fruit acreage in the county was increased during the year just closed by 500 acres, making the total acreage 5,000.

A new departure advance during the year is found in the fact that the people of the Ogden valley have commenced to raise fruit, which should greatly increase the output in the immediate future. Weber county is perhaps the only one in the state that farms peas. This industry has been decidedly successful during 1905, so that the prospects for its increase are very bright. The point about the farming of peas that appeals most strongly to the farmers is that the early harvest means money early in the season. Last year there were 200 acres in the county planted in peas. The tomato crop was perhaps the largest failure of any of the farming industries. Although there were 6,000 acres planted with this vegetable but 100 were harvested. The yield was about eight tons to the acreage. In 1904 there were 19,544 tons of tomatoes canned at the local factory. In 1905 the blight affected the crop to such an extent that but 400 tons were put up notwithstanding that the acreage was equally as large.

Crops of Fruit and Grain.

Sixty acres of grapes, which yielded about one ton to the acre, are planted in the county and 17,766 acres of alfalfa which yields on an average three tons to the acre. The acreage in sugar beets in 1905 was 4,674. The yield was about ten tons to the acre as against fifteen tons in 1904. The sugar beet industry, by the way, is one of the most promising in the county, although where the land is of a sandy nature the substance is soon exhausted unless something else is planted in the soil each alternate year. When the sugar beet industry was first presented to the farmers of the county it took a great deal of pleading on the part of the sugar men to get them to contract to raise beets; finally, about 2,000 acres was contracted for when the Ogden sugar factory was first built. In 1905 the farmers in the same territory that was then covered raised beets sufficient to supply four factories. The crop was partially a failure, nevertheless, which was due to drouth, and a small white fly which killed the plants, especially the beets planted last. Those sections depending on the Weber river for their irrigation water were the ones that suffered the most, as they secured but little water after July 1. The Ogden sugar factory expended in 1905 for beets about \$225,000 on a flat rate of \$4.50 per ton. In addition to the money the beet raising industry brings to the farmer it supplies labor for many persons at a good wage.

Increase in Values.

The assessments for Weber county in 1905 were something over one million dollars greater than the year previous. The grand total of assessed property as made by the assessor was

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| \$12,341,827, of which amount \$9,070,907 is in Ogden city. The assessed valuation of real estate was \$5,538,929. Of this amount \$3,797,522 is included in Ogden city. The other assessments were as follows: | |
| Improvements..... | \$3,640,442 |
| In Ogden City..... | 2,944,300 |
| Horses and mules..... | 152,566 |
| In Ogden..... | 34,528 |
| Cattle..... | 175,825 |
| Ogden..... | 16,275 |
| Sheep..... | 48,656 |
| Swine..... | 6,081 |
| Bees..... | 1,673 |
| Merchandise and trade fixtures..... | 1,052,025 |
| Machinery and tools..... | 230,639 |
| Solvent credits, mortgages and judgments..... | \$8,019 |
| Money (Ogden)..... | 1,600 |
| Other personal property..... | 1,575,247 |
| Total of personal property..... | \$8,142,456 |
| The state board of equalization assessments were: | |
| Railroads..... | \$1,725,203 |
| Telegraph..... | 173,051 |
| Car companies..... | 12,965 |
| Total..... | \$2,041,539 |

Gateway to the Pacific.

Ogden has been, for many years, conceded to be the gateway to the Pacific coast for the great trans-continental trunk lines, and the year 1906 gives promise of greatly strengthening the right to this title. The city has long since passed beyond being merely a junction point, and has blossomed out into one of the greatest railroad centers of the western country. To the geographical position of the city belongs the credit for this distinction.

Four of the great railway systems now reach Ogden and at the present it is a well assured fact that within a short time two more of the large systems will reach this city. Perhaps the greatest of these and the one that indications point toward meaning the most for the place, is the combination that is about to be formed between the Denver & Rio Grande and the northern line of the new Western Pacific, both of which are Gould enterprises. It is known that for many years the Gould interests have looked forward to reaching the Pacific coast over their own lines, the same as the Atlantic coast is reached at the present time. For years the rumors were spread and as often denied, to the effect that the Western Pacific would be built to the coast. This tremendous project is now under way, and in the meantime plans are assuming tangible shape for the building of another section of the system, north from Ogden, where it would tap the

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| Rio Grande Western, and on to the coast, tapping Idaho, Oregon and Washington and making a second outlet to the Pacific coast. | |
| Gould Money in Ogden. | |
| During the year 1905 in Ogden City the Gould people have paid out for real estate alone over \$100,000. Plans are at this time being perfected for the erection of extensive terminal facilities, which include a large freight depot, increased trackage, repair shops, a twenty-two-story hotel house and many other changes, including the enlarging of the Pintsch gas plant, for which the plans are now completed. The present plant has been enlarged three times within the past six years, and during the present year it will be increased to double its size and will have a capacity of 125,000 cubic feet daily. | |
| At present the freight house of the Rio Grande Western railroad is located on Washington avenue, at Twentieth street. When the new building has been erected on Twenty-fourth street, between Wall and Lincoln avenues, the old structure will be used for a storage house. Later on, with the construction of the line of the Western Pacific to the northwest, the building will be torn down and an independent passenger station will probably be erected on the site. From Ogden the Western Pacific trains from the north will travel over the tracks of the Rio Grande Western to Salt Lake City, where they will connect with the main | |

Beginning at Right, Top Row—E. S. Rolapp, H. H. Rolapp, H. H. Spencer. Bottom Row—Albert Becker, John Hamner.

line of the same road from San Francisco.

Many hundred thousand dollars will be expended by the Gould lines in Ogden within the next few years, all of which will be of great benefit to the city and will be a large factor in the prosperity of the place during 1906.

Heretofore the Harriman lines were the only ones to have access to Wall avenue, the warehouse district of the city, but when the new lines of the Gould system are laid they will tap all of the larger warehouses from the opposite side to that used by the Harriman people and will therefore be in a position to bid for and handle much of the city's business.

At this time many railroad companies are being incorporated in the extreme northwest. This is taken to be a part of the Gould move, it being practically conceded that when the line is built the work will be started on the coast end and the road built toward Ogden.

The Rio Grande Western company has about 200 employees on its payroll who are located at Ogden. This number will soon be increased, and when the new line of the Western Pacific is built the number of employees will again be increased several hundred.

Work of the Short Line.

While the Gould interests have been actively engaged in getting better terminal facilities in Ogden, the Harriman people have been completing plans for extensive improvements,

with the result that within the next three years several million dollars will be expended for improvements here by that system. For years the Harriman system has been the main stay of Ogden. Their prestige they give promise of holding for years to come. The plans, although incomplete in many respects, cover a large addition to the local machine shops, which will mean that a greater portion of the repair work will be done here.

At this time a new cut-off, extending from Thirtieth street, Ogden, to a point near Roy station, on the Oregon Short Line, is in course of construction. When this is completed the passenger and freight yard trackage will not only be enlarged, but will also be increased. The passenger depot will be entirely remodeled, making it more spacious and up to date. Umbrella sheds will be erected over the tracks in front of the station, which will protect the passengers from the elements and supply a long-felt want. In the spring the plans are to commence work on the erection of a large new freight depot, along Wall avenue at Twenty-fourth street. A viaduct will be built from Twenty-fourth street across the entire yards, thus doing away with the dangerous crossings that now exist. There is also in course of construction just south of the Union depot a large commissary building, which will be completed during the coming summer and into which all the different parts of the commissary department will be removed. Ogden will then become the main shipping point

for all commissary supplies for this portion of the Harriman system. The number of employees in Ogden of the Harriman roads is estimated at 2,300, who receive an average salary of \$100 per month.

The claim is made that when the Burlington interests get ready to invade the western territory they will also find their western terminus in Ogden. Engineers are reported to have been at work at some time west of Cheyenne, which would indicate that they mean business, and before long will be competing with the Union Pacific and the Denver & Rio Grande for the eastern business from this point. The Salt Lake & Ogden railway is

extending its line from Layton to Ogden and should reach here during the spring. It is expected that this line will build to the north and reach some of the towns in northern Utah that are now only accessible by the Oregon Short Line.

Two suburban roads, both of which should reach Ogden from the north and south and form a direct connection with many of the smaller towns of the state, are being projected and if built will assist in increasing the business interests of the city.

The Western Heating & Sheet Metal Works succeeded Geo. M. Scott-Strevell Co.'s furnace and sheet metal department in 1903, and were incorporated under the state laws of Utah in 1904.

By giving full time and attention to the aforesaid department they have made a prosperous business in place of side issues out of them.

The company is composed of mechanics, and all work is put under their supervision. Heavy iron work such as sheep tanks, water and oil tanks, smokestacks and pipes of all descriptions are a specialty.

They also do all kinds of copper, tin and repair work. The noted Round Oak furnace is their pet and has proven to be the best hot-air furnace on the western market; and the more that are installed makes the demand that much greater.

The company is pleased at all times to give figures on anything in tin and sheet steel work, also anything connected with hot-air furnace heating. Call either phone or address at Pierpont avenue, city.

Speaking of beef, Marie Cahill, star of "Moonshine," likes to tell of a conversation which she had on an Eighth avenue car the other day. Two girl acquaintances met on the same vehicle. "Hello, Annie, where you workin' now?" "Over to —s," mentioning a fashionable restaurant. "Wot yuh doin' there?" "Sticks" shot into squabs so's they can sell 'em for quail."

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